

BEFORE THE  
WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 217

Served November 9, 1962

IN THE MATTER OF

Application of the Washington,	)	
Virginia and Maryland Coach	)	Application No. 219
Company, Inc. for a Certificate	)	Docket No. 30
of Public Convenience and	)	
Necessity.	)	

APPEARANCES:

Manuel J. Davis, attorney for applicant.

Harold Smith, attorney for D. C. Transit. Protestant.

Ross Langdon, attorney for Federal Aviation Agency, Intervenor.

The Washington, Virginia and Maryland Coach Company, Inc., (Hereinafter called W. V. & M. or applicant) filed an application for a Certificate of Public Convenience and Necessity to authorize the transportation of passengers in interstate commerce between Washington, D. C. and Dulles International Airport, Chantilly, Virginia, over the following routes:

1. From Washington over city streets, connecting highways and Potomac River Bridges to Junction George Washington Memorial Parkway, thence over said Parkway to Junction Virginia Highway No. 123, thence over Virginia Route 123 to Junction unnumbered Dulles Airport Access Highway near McLean, Virginia, thence over said Access Highway to the said Airport, and return over the same route, serving all intermediate points.

2. From Junction of U. S. Route 50 and U. S. Route 29, over U. S. Route 50 to Junction Virginia Route 838, thence over Virginia Route 838 to Dulles Airport Access Highway, thence over the Airport Access Highway to Dulles International Airport, and return over same route, serving all intermediate points.

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3. From Washington, D. C. over city streets, connecting highways Arlington Memorial Bridge, Constitution Avenue Bridge (under construction) and Key Bridge and access highways connecting Interstate Highway 66, thence over Interstate Highway 66 to Junction U. S. Route 50 in Fairfax County, and return over same routes, serving all intermediate points.

4. From Junctions of Virginia Route 123 and Dulles Airport Access Highway, over the Access Highway to its Junction with Interstate Highway 66. Including all interchange points and access routes, return over same routes, serving all intermediate points.

5. From Junction Virginia Route 7 and Virginia Route 123, over Virginia Route 7 to Junction Dulles Airport Access Highway, return over same route, serving all intermediate points.

Notice of the application and hearing was given as required. Protest to a portion of the application was filed by D. C. Transit System, Inc. Hearings on the application were held on October 11, 12 and 15, 1962, before Examiner Russell W. Cunningham.

Three witnesses testified on behalf of the application. No one testified in opposition thereto.

Prior to the lodging of the Dulles Airport within the jurisdiction of this Commission, the transportation of passengers having a prior subsequent movement by air was exempt from regulation. However, the applicant, on September 18, 1962, received authority from the Interstate Commerce Commission to operate regular route common carrier service between Washington, D. C., and the Dulles Airport, over two routes, namely (1) from Washington over city streets and the Potomac River Bridges to the George Washington Memorial Parkway, over the Parkway to Virginia Route 123, over Route 123 to Dulles Airport Access Highway, and over the Access Highway to the Dulles Airport, and return, and (2) from Washington over routes authorized by this Commission to junction Routes 50 and 29 in Fairfax, Virginia, thence over Route 50 to Virginia Route 838, and over Route 838 to Dulles Airport Access Highway, then over the Access Highway to Dulles Airport, and return. Since the issuance of this authority by the Interstate Commerce Commission, the Dulles Airport has been placed within the geographical jurisdiction of this Commission. It should be further noted that transportation of passengers having a prior or subsequent movement by air is not exempt from regulation under the Compact. The application here seeks to have us authorize the transportation set forth above, and, in addition, authorize it to engage in common carrier regular route operations in interstate

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commerce over Interstate Highway 66, which is in the process of being constructed, and also over two minor sections of highways in Virginia, (1) the Airport Access Highway between its junctions with Virginia Route 123 and Interstate Highway 66, and, (2) Virginia Route 7 between its junctions with Route 123, and the Airport Access Highway.

D. C. Transity System, Inc. has entered a protest in an attempt to limit the applicant to serve only those streets and highways in the District of Columbia over which the applicant is currently operating its other common carrier routes. The applicant was not willing, at the hearing, to amend it's application to place such a restriction on the operations for which it seeks authority.

At the inception of the hearing, motion to intervene was orally presented by the Federal Aviation Agency. Intervention was granted.

An employee (May) of the FAA testified in behalf of the application. His testimony was in support of three different applications, and was recorded in a consolidated hearing on October 11, 1962. Two officers of the applicant also testified, and a total of twelve (12) exhibits were received as evidence, including the Interstate Commerce Commission certificate.

Upon the evidence adduced at said hearings, the Commission is of the opinion and finds that the public convenience and necessity does and will require the proposed transportation, that the applicant is fit, willing, and able to perform such transportation, and that a certificate of public convenience and necessity authorizing such transportation should be granted to the applicant.

THEREFORE, IT IS ORDERED:

1. That Certificate of Public Convenience and Necessity No. 5-B be, and it is hereby, granted to the Washington, Virginia and Maryland Coach Company, Inc. to transport passengers for hire in interstate commerce as follows:

1. From Washington over city streets, connecting highways and Potomac River Bridges to Junction George Washington Memorial Parkway, thence over said Parkway to Junction Virginia Route 123, thence over Virginia Route 123 to Junction unnumbered Dulles Airport Access Highway near McLean, Virginia, and return over the same route, serving all intermediate points.

2. From Junction of U. S. Route 50 and U. S. Route 29,

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over U. S. Route 50 to Junction Virginia Route 838, thence over Virginia Route 838 to the Airport Access Highway, thence over Airport Access Highway to Dulles International Airport, and return over the same route, serving all intermediate points.

3. From Washington, D. C. over city streets, connecting highways Arlington Memorial Bridge, Constitution Avenue Bridge (under construction) and Key Bridge, and access highways connecting Interstate Highway 66, thence over Interstate Highway No. 66 to its junction with U. S. Route 50 in Fairfax County, Virginia. Including all interchange points and access routes, return over same routes, serving all intermediate points.

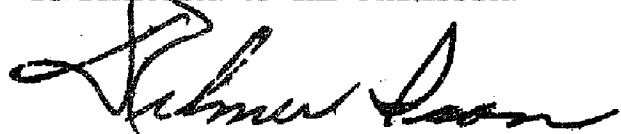
4. From Junction of Virginia Route 123 and Dulles Airport Access Highway, over Dulles Access Highway to its Junction with Interstate Highway 66. Including all interchange points and access routes, return over the same routes, serving all intermediate points.

5. From Junction Virginia Route 7 and Virginia Route 123, over Virginia Route 7 to Junction Dulles Airport Access Highway and return over same route, serving all intermediate points.

2. That unless compliance is made by said applicant with the tariff and insurance requirements of the Commission within thirty (30) days after the date of this order, the granting of authority given in this order shall be considered as null and void, and the application shall stand denied in its entirety effective upon the expiration of the compliance time set forth above.

3. That in all other respects, the application be, and it is hereby, denied.

BY DIRECTION OF THE COMMISSION



DELMER ISON  
Executive Director